



WARSAW: THE PARIS OF POLAND

No other people, in all the world's history, has borne oppression so bravely and gloriously as the Poles, except the Russians had to keep a garrison of 200,000 troops to overawe a city of 200,000 people." is to Poland what Paris is to France.

Indeed the vivacity, the gaiety and the quick wit of Warsaw's people are a constant reminder of Paris; as well as those deeper likenesses which spring from Warsaw's ascendancy in the letters, the arts and the social graces.

All this, too, in a city where the most gruesome tragedies have stalked. As recently as the years of our own Civil war the Russian army moved down thousands of men and women as they knelt in the snow, singing their national anthem. Deportations are an old story in Warsaw, every effort at nationalization was followed by slaughter, and hundreds marched the long trail to Siberian exile.

But Poland's spirit meanwhile, became a synonym for the indomitable. The success of the Russianification of Poland has been described as the process of keeping 12,000,000 Poles pinned to Russia by bayonets. Politically non-existent, for even Poland's name was expunged from all official Russian records, the pre-war Warsaw vied with world capitals in science, particularly medicine, in manufacturing, in trade and in literature.

Though Warsaw betrayed none of the grimness characteristic of Russian cities, reminders of her bygone glories and tragedies were to be found even before the World war restored her autocracy.

In the Lazienki gardens is a monument to John Sobieski, who stemmed the advance of the Turks in Europe, a figure as picturesque as Paderewski who now sees his land a barrier to bolshevism's westward spread. It was in 1683 that a Turkish force had thrown itself in crescent formation around Vienna. The encampment was no less threatening because it resembled a circus rather than a siege, with its herds of camels and luxurious tents with baths and pavilions within and fountains without.

Mighty events often hinge on slender circumstances. Sobieski hesitated because Leopold, Austria's emperor, first declined to address him as "Your Majesty." But Sobieski's hesitation is said to have vanished when he learned that the French ambassador had written to Louis XIV, who rather hoped for the worst for Austria. "Don't trouble yourself, Sobieski is too fat to sit on a horse and fight." The "fat man" rode his charger into the thick of the fight, helping him his way to where the Turkish grand vizier stood, and after the battle he rode one of that dignitary's steeds to an aide, with the command, "Take it to the queen and tell her that he to whom it belonged is defeated and slain."

HOW ANTS CAN HINDER AIRPLANES

Ants have assumed a new role in Africa—that of enemies of aviation. Reports from surveyors of the proposed air route from Rhodesia to Cape town say that ant hills have interfered seriously with the placing of aerodromes.

To understand this phenomenon one must understand how ubiquitous is the ant in South Africa, writes William Morton Wheeler to the National Geographic society. He continues:

"Ants are to be found everywhere, from the arctic regions to the tropics, from timber line on the loftiest mountains to the shifting sands of the dunes and seashores, and from the densest forests to the driest deserts. Not only do they outnumber in individuals all other terrestrial animals, but their colonies even in very circumscribed localities often defy enumeration."

"One subfamily of the ants, the Dorylinae, embracing the wonderful driver ants of Africa and the legionary ants of the American tropics, are highly carnivorous, but nevertheless succeed in forming immense colonies, often of hundreds of thousands of individuals. This they accomplish by relinquishing the sedentary habits so characteristic of the great majority of ants. They keep moving in long files through the jungles, capturing or killing all the insects they encounter, and even overrunning dwellings, and in their search for cockroaches and other vermin, driving out the human inhabitants."

"From time to time these strange ants invade for the night or for a few days in some hole in the ground, or under a tree, but soon continue their predatory march. Evidently they are able to remain carnivorous, and at the same time to develop large colonies, only because they are nomadic and can thus draw their food supply from a large area."

"Certain individuals, the 'repletes' of the colony refrain from leaving the

nest and foraging for food and become converted into flagons by distending the crop to such enormous dimensions that the abdomen looks like a transparent bag. In this condition they hang by their claws from the roof of the nest chamber and thenceforth spend all their lives receiving liquid food from the tongues of the foraging ants, storing it in their crops and regurgitating it to hungry individuals when the liquid food supply outside the nest becomes inadequate.

"This is, of course, apt to be the case periodically in dry regions, so that we find the true honey ants only in deserts like those of the southwestern states, northern Mexico, South Africa and central Australia."

TACNA AND ARICA: SIAMESE TWINS OF GEOGRAPHY

Tacna and Arica! The words are fast becoming as inseparable as the Gold Dust Twins, the Dolly Sisters, or Mutt and Jeff.

The regions form a territorial bone of contention among Chile, Peru and Bolivia. The province of Tacna, composed of the department of Tacna and Arica, is shown on maps made in Chile as the northernmost province of that country, and on maps made in Peru as the southernmost province of Peru, bordered on the north by the Rio Sama and on the east by Bolivia. Its broad uplands are rich in nitrate, and on the Bay of Arica, at the terminus of one railroad leading to La Paz and the interior of Bolivia, and of another running to ports to the south, the delightful city of Arica is situated, giving the possessor of the territory a great advantage in South American affairs from both political and commercial standpoints. Here is ample reason why these two South American republics want it, and why Bolivia hopes that, in the adjustment, she will have an outlet to the sea accorded her.

The trouble over this region arose originally from the fact that, in the days of the early Spanish settlers, the country was so vast that a few hundred square miles more or less made no difference in the affairs of the colony, and when the colonies organized themselves into republics they still were too busy with their internal problems to bother about where their boundaries began and where they ended. This condition was true not only of Peru, Chile and Bolivia, but of most of the other South American republics, as indicated by the numerous boundary questions which have been in dispute during the last decade.

So matters drifted until the middle of the nineteenth century, when guano and nitrate were discovered in this formerly ignored region. The guano alone was then hastily estimated as worth \$20,000,000, not to mention the nitrate. What friends could be expected to remain friendly with such a mountain of dollars between them? Since that time the Peru-Chile-Bolivia story has been one of controversies, treaties, counter-charges and plebiscites never taken.

THE MAIL MAN: COURIER OF CIVILIZATION

Did it ever occur to you that your city letter carrier, your village postmaster or your rural route carrier has a post?

He is the agent by which the long arm of Uncle Sam taps your shoulder one, two, maybe three times a day, yet he is so unobtrusive that you probably do not know him half so well as most other agents of your government, the school teacher or the policeman, for example.

But he not only is an essential, but a historic figure. The history of the postal service and its employees extends to the days of the Romans when the earliest known means of transmitting a message was by carrier. These admirable organizers, the Romans, marked by a "post" the place in the road where the relay of one runner by another was effected; thus they named our system long before it was born.

The first letter post seems to have existed in the Hainse towns in the thirteenth century in order to facilitate relations between the merchants of the various members of the Hanseatic League.

The British post office had its beginning in the sixteenth century, and our own colonial methods of handling mail were inherited from our British forefathers. Long before the people had any means of exchanging either personal or official letters, the king had established a system of conveying his personal messages and official documents by royal messengers. In the reign of King John that potent monarch paid out a large sum for a postal service and charged it to the household and wardrobe accounts. Messengers who were thus entrusted with matters of state had to be above suspicion. They went the whole distance and were paid according to the length and danger of their journeys.

In 1638 New England proposed to the British sovereign that a postoffice system be established in the colonies, as it was "so useful and absolutely necessary." His majesty paid no attention to the plea, but Richard Fairbanks, in the same year, set up an office in Boston to receive letters from ships. He undertook to deliver the letters received and charged a penny for each letter. He also received mail for out-going ships, but no one was forced to send mail through his office.

A thrilling story of the devotion of mail men to their duties is that of the pony express, the first rapid transit mail line across the 3,000 miles of prairie, desert, snow-capped mountains

peaks, and alkali wastes between the Missouri river and the Pacific coast. It was inaugurated early in 1860 in order that the West might be kept more closely in touch with the North in view of the trouble brewing from the slavery question, and though it had an existence of only sixteen months, it made the East and West only ten days apart at a time of crisis.

The date of starting was to be March 23, 1860, and Forts Kearney, Laramie, Bridger, Great Salt Lake City, Camp Floyd, Carson City, the Washoe Silver mines, Placerville and Sacramento were to be the points of delivery of mail. In St. Joseph, Mo., eager and excited crowds gathered in the streets to see the first courier, the wiry, twenty-year-old Johnnie Frye, as he dashed away on his jet black steed for the first lap of the race of flesh, blood and determination against the desolate spaces of an unpeopled country.

These riders were clad in buckskin shirts, ordinary trousers, high boots and soft slouch hats, and were armed with sheath knives, Colt's revolvers, and Spencer carbines. The best time they made across the trackless waste was in carrying President Lincoln's inaugural speech to San Francisco—seven days and seventeen hours.

ADRIANOPLE: A WEATHER VANE OF EMPIRES

Entry of Greek troops into Adrianople is an event in secular history fairly comparable to the investiture of Jerusalem by Saladin's army, for this Turkish city has for nearly 2,000 years been a weathervane of world politics.

The rebuilding of the ancient Thracian town of Hadrian, who gave it his name, signified a high point in the power of the Roman empire. The decline of Rome was foreshadowed some two centuries later when the Goths defeated Valens there and made their first break through the Roman frontier.

Next Adrianople was the setting for the Turk's advent into Europe. There Murad I. established himself, planned the capture of Constantinople, and sent out expeditions to subdue various Christian peoples. For a time the European capital of the sultans, Adrianople was relegated to be the chief highway of Constantinople. There Turk first met Slav, and there the Russians finally forced their way to the Black sea by a treaty which also loosened the Turkish hold on the Caucasus and compelled recognition of the independence of Greece.

Adrianople is on the Maritza—Hebrus of Grecian legend, where Orpheus was dismembered by the Thracian women; also celebrated, under its later name, in Bulgarian song and story. It is 137 miles by rail north-west of Constantinople.

Today the city wears its past glory with a sort of shabby gentility, with no pretension of prosperity but less squalor than the usual Turkish city. It possesses the grave of the first Murad, or Amurath, who was assassinated in his tent after he had vanquished an army of Christian allies on the field of Kossovo.

A mosque bearing the name of Sultan Baiseld recalls that monarch, whose first official act was to order the execution of his brother, who was first Ottoman ruler to call himself sultan, and whose conquests finally were checked when he was taken prisoner by Tamerlane.

But the architectural masterpiece of Adrianople is the Selimieh, product of a Greek tribute-boy's genius, and relic of the reign of Selim II, the Louis XV of Turkey.

Yearly the Turks would seize a certain number of sons of their Christian subjects, and in Sinan they found they had acquired a skilled bridge builder. They allowed him to follow his bent, and the Shahzadeh at Constantinople, the Sultan at Istanbul and the third famed mosque at Adrianople were given to posterity. The Selimieh stands upon the highest hill in Adrianople and four lofty minarets tower far above a massive dome.

STEEL AFFECTED BY FIRE

Figures Gathered by the United States Bureau of Standards Reveal Stability of Structure.

Some interesting figures relating to the behavior of structural steel at the high temperature of ordinary fires have been given by the United States bureau of standards. Naturally, the strength of steel at high temperatures has a very important bearing upon the stability of a structure which may be subjected to fire. Without any protective covering, steel columns fall after only 10 or 15 minutes of exposure to temperatures such as are reached in ordinary fires. Resistance can be greatly increased by the use of coverings of brick, concrete, plaster, tile, etc., to such an extent that columns so protected are unaffected after several hours' exposure to intense heat, says the New York Evening Post.

Tests have been made to determine the compression strength of specimens of structural steel when heated in an electric furnace to temperatures corresponding to dull red heat (1,100 degrees Fahrenheit) and loaded up to 20,000 pounds per square inch. It was found that structural steel loaded to 10,000 pounds per square inch falls at about 1,075 degrees Fahrenheit, and under a load of 20,000 pounds per square inch failure occurs at 925 degrees Fahrenheit. For practical considerations, however, the limit of utility may be regarded as reached at temperatures of about 130 degrees Fahrenheit below those given above.

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LEGAL NOTICES

STATE OF MICHIGAN—The Probate Court for the County of Gratiot.
Estate of Lydia Kuhn, Deceased.
John D. Sawyer, Administrator of said estate has filed in this Court his Final Account, and the same will be heard at the Probate Office on the 10th day of November, 1920, at ten o'clock in the forenoon. All persons interested are requested to be present on that day and show cause, if any, why the same should not be allowed.
Dated, October 12th, 1920.
J. LEE POTTS,
Judge of Probate.
ELLEN M. PRESSLEY,
Register of Probate. 70-4w

MORTGAGE SALE

WHEREAS, default has been made in the payment of the money secured by a mortgage dated the second day of March, in the year 1911, executed by Joshua I. Miller and Frances Miller, his wife, of the city of Alma, county of Gratiot, State of Michigan, to Anna W. Wright of the same place, which said mortgage was recorded in the office of the Register of Deeds of the county of Gratiot in Liber 124 of mortgages on page 421, on the 14th day of April in the year 1911 at eleven o'clock A. M. And whereas, the amount claimed to be due upon said mortgage at the date of this notice is the sum of fifty-three hundred forty-two and ninety one hundredths dollars (\$5342.90) of principal and interest and the further cost of this foreclosure, and which is the whole amount claimed to be unpaid on said mortgage, and no suit or proceeding having been instituted at law to recover the debt now remaining secured by said mortgage, or any part thereof, whereby the power of sale contained in the said mortgage has become operative.

NOW, THEREFORE, notice is hereby given, that by virtue of the said power of sale, and in pursuance of the statute in such case made and provided, the said mortgage will be foreclosed by a sale of the premises therein described, at public auction to the highest bidder, at the front door of the court house at Alma, Michigan, in said county of Gratiot, on the third day of January, 1921, next, at ten o'clock in the forenoon of that day; which said premises are described in said mortgage as follows, to-wit: The north-west quarter of section sixteen (16); and the south (56) acres of the east half of the north-east quarter of section seventeen (17) S. 30 A. of Ely of N.E. 1/4; and beginning at a point sixty-seven and one-third rods south and eighty rods west of the north-east corner of the north-east quarter of section seventeen (17) thence north on the half-quarter line seven and one-third rods to the south-west corner of the north thirty acres of the east half of the north-east quarter of said section seventeen, thence west about ten and nine-tenths rods (10.9R) to the center of said river to a point directly west of the place of beginning, thence east about ten and nine-tenths rods (10.9R) to place of beginning, being a strip of land containing one-half acre lying between Pine River on the west and the north & south half-quarter line on the east; all of above lands being in township eleven (11) north, range three (3) west, and subject to the Right of Flowage in waters of said Pine River, Alma Roller Mills in the city of Alma, Michigan.

Dated Alma, Michigan, 2nd day of October, 1920.
Lester A. Sharp,
Willis T. Knowlton,
Surviving executors of the last will of Anna W. Wright, deceased.
William A. Babiker, Attorney. 68-12w

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